

Canada Plans To Take Over All Railways

Government to Acquire the Canadian Northern System First

Ottawa, Aug. 1.—Plans of the Canadian government for nationalization of railways in the Dominion on a larger scale were announced in Parliament today by Sir Thomas White, Finance Minister. He declared that, in addition to the government-owned Intercolonial Railway, in Eastern Canada, it is proposed to acquire the entire Canadian Northern Railway system, of over 9,000 miles, of which 6,000 miles are situated in the Western wheat belt.

The Finance Minister stated the

Canadian Northern had a common share capital of \$100,000,000, of which the government already owned \$60,000,000 of common stock, from the private owners. A board of arbitration would be appointed to determine the value, he declared, and afterward the government would create a new company, appointing its entire board of directors to operate the system. This would mean that, with the Intercolonial and the Canadian Northern, the people of Canada would own a system of railways from the Atlantic to the Pacific.

The Finance Minister said the government favored retaining as many as possible of the operating heads of the Canadian Northern, especially D. B. Hanna, vice-president and operating head, and General Manager McLeod, of the Western lines. Sir William Mackenzie and Sir Donald Mann, the creators of the Canadian Northern, he said, had intimated to the government their willingness to cooperate in every way, even to the extent of continuing in charge of operation without salary should the government so desire.

The transaction involved also, he said, government ownership of the subsidiaries, including steamship lines, telegraph companies, express departments, hotels and grain elevator systems in Western Canada, as well

as the Mount Royal Tunnel, by which the road is about to gain access to Montreal, and terminal docks at Vancouver.

The Finance Minister stated that the government contemplated the eventual acquisition of the Grand Trunk Pacific Railway, which is built from Winnipeg to Prince Rupert on the Pacific Coast.

At present the government did not desire to undertake the financing of this project. In the meantime, however, the government proposed to acquire the Grand Trunk Pacific with an advance of \$75,000,000 to be secured by mortgage, for which the Grand Trunk Pacific as well as the Grand Trunk Railway would be liable.

It was also the intention of the government, it was pointed out, that the liability of the Grand Trunk, in the form of guarantees for the security of the Grand Trunk Pacific, should continue. A possible settlement in respect to this would be determined later when the question of taking over the Grand Trunk Railway and the Grand Trunk Pacific might be considered.

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outstanding stock of the Canadian Northern Railway.

The stock of the Canadian Northern outstanding is held to the extent of five-sixths by Sir William Mackenzie, Mackenzie, Mackenzie & Co., Montreal. It is estimated that the owners receiving from \$25,000,000 to \$40,000,000 in the settlement.

Richard M. Jones Dead

Was Headmaster of Oldest Preparatory School

Philadelphia, Aug. 1.—Richard M. Jones, a widely known educator and for forty years headmaster of Penn Charter School, the oldest preparatory school in America, died at the University of Pennsylvania Hospital today.

He was born in Kennett County, Me., twenty-four years ago, and was a graduate of Haverford College.

Dr. Jones was the first school head to employ a professional football coach. He was credited with having put into successful operation nearly forty years ago the system of faculty control of athletics. Among the athletic coaches who won their success at Penn Charter under this system are Professor Cornwin, now of the Yale athletic committee; Dr. H. L. Williams, of Minnesota University; George Woodruff, formerly of the University of Pennsylvania; and Dr. Al Sharpe, now of Cornell.

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\$27,826,000 in Rivers Bill

Conferees Agree on Measure, With Very Few Changes

Washington, Aug. 1.—Conferees on the Rivers and Harbors bill today reached an agreement on a bill totaling \$27,826,000.

Senate provisions for negotiations toward Federal acquisition of the Cape Fear River, N. C., were retained. The only appropriation changes were restoration of the House appropriation of \$26,000 for improvement of the James, Nanamond and Appomattox rivers, Virginia, and elimination of \$15,000 for improvement of the upper Missouri River, between Sioux City, Iowa, and Fort Benton.

The Senate provision for a Federal waterway commission, to comprise seven members, including one army engineer, an expert hydraulic engineer and five others to be selected by the President, was retained in the bill.

This was the third time Walter Cox

has won the Paper Mills Stake, and the best time for the event to date, 2:05 1/4, equals the record for the race.

Harvest Gate was first choice of the betters in the 2:14 trot for three-year-olds, but Miss Bertha Dillon breezed by him in the stretch in both heats.

Pop Geers made a strong bid for the 2:14 pace, receiving much encouragement from the crowd, with Spitz Direct, after Ben Billings, the favorite, had won the first two. A bad break in the fifth heat just after passing the quarter mile, however, cost him his chance, and Ben Billings then won easily.

The summaries:

PACING—2:14 CLASS—PURSE, \$1,000.

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